

## Claims

1-8 Canceled

9. (New) A method of improving a tire pressure detection system with indirect measurement, the tire pressure detection system detects tire pressure using wheel speed data, the method comprising:
  - determining one or more reference values, wherein the one or more reference values are dependent upon driving parameters; and
  - producing a two-dimensional or multi-dimensional completely closed range of driving parameters, wherein the determined one or more reference values are admitted as being valid.
10. (New) The method of claim 9, wherein the driving parameters include a selection of two or more driving parameters from a group including: lateral acceleration; characteristic quantity for strait travel; vehicle yaw rate; vehicle lateral acceleration; wheel torque; tire torsion; slip; and vehicle speed.
11. (New) The method of claim 10, wherein the driving parameter wheel torque is the wheel torque of a driven wheel or a quantity of corresponding behavior, with the wheel torque being determined using a rating which results from engine data and power transmission data.
12. (New) The method of claim 10, wherein the lateral acceleration and the yaw rate are either measured by sensors or produced from wheel rotational data.
13. (New) The method of claim 10, further comprising:
  - placing a band around an imaginary curve of the function of a first driving parameter depending on a second driving parameter, wherein the first driving parameter is the wheel torque and the second driving parameter is the vehicle speed; and
  - forming the closed range of driving parameters in a plane using the band, wherein

the plane is spread out by the first driving parameter and the second driving parameter and the curve is plotted during stationary travel.

14. (New) The method of claim 13, wherein the first zone of driving parameters spreads out a plane at a defined value of the second driving parameter jointly with a third driving parameter, such as the lateral acceleration or the yaw rate, wherein a surface of the plane depends on the second driving parameter and the third driving parameter.
15. (New) The method of claim 13, wherein the band includes a discontinuity which expands or narrows the range of driving parameters within the range defined by the band within a range of the second driving parameter.
16. (New) The method of claim 9, wherein the driving parameters are used for the activation and/or deactivation of data input in the pressure loss detection method or for the correction of the characteristic quantities found.